



FAA Intercom

Survey Results Question Who Is Responsible for Change at FAA

On the surface it was an innocuous question in the Employee Attitude Survey. Question 101 asked employees, supervisors and managers/executives to what extent they are responsible for improving the FAA.

The answers, especially those given by supervisors and managers/executives, were eye opening.

Thirty-eight percent of supervisors and 17 percent of managers/executives said they had either no or limited responsibility in improving the agency.

Twenty-two percent of managers/executives thought they had only moderate responsibility for improving the FAA. Nearly 60 percent of non-supervisory employees said they had no such responsibility or it was limited at best.

Although those numbers can be interpreted in a number of different ways, they reportedly have caught the attention of some members of the management board. At a time when management is trying to improve the agency, it remains unclear whether FAA employees feel there is much reason to put their effort into improvement.

Interpreting the Numbers

Initial analysis of responses to Question 101 did not indicate whether responses from a particular organization within the FAA could have skewed the results.

It's also unclear whether employees
continued on page 4

Earthquake Shuts Down Seattle Towers



Although the cab of the Sea-Tac air traffic control tower sustained major damage during the earthquake, no one was hurt.

The earthquake that rocked the Seattle area Feb. 28 left FAA employees shaken, but with only one minor injury reported.

The air traffic control towers at Seattle-Tacoma International and at Boeing Field/King County International Airports were left standing but unusable.

A temporary air traffic control tower began operations at 8:30 p.m. Pacific Standard Time at Sea-Tac, less than nine hours after the earthquake hit. Limited aircraft operations resumed after runway inspections revealed minimal damage.

At press time, three additional temporary towers were en route to Seattle. One will operate at Boeing Field with the remainder going to Sea-Tac. The agency's emergency operations staff dispatched two teams to provide communications support at the two airports.

Northwest Mountain Regional Headquarters in Renton, Wash., was evacuated and had not reopened at press time.

The *FAA Intercom* will carry expanded coverage of this story in its April edition.

In This Issue:

Read about the new NATCA/FAA agreement, DOT's untimely problems with airlines, one man's interest in inaugurations, a smelling dog, and the ABCs of financial independence.



Page 4. Dogs of winter.



Page 8. Collecting inaugural memories.



Page 9. Riding the rails in Washington, D.C.



Page 12. Happy belated holidays.



News in Brief

Mileage Reimbursement Rate Rises

The General Services Administration has increased the mileage reimbursement rate for employees who use their own vehicles on government business.

The reimbursement rate increases from 32.5 to 34.5 cents per mile for a private vehicle; from 88 to 96.5 cents per mile for a private aircraft; and from 26 to 27.5 cents per mile for a motorcycle. The new rates became effective Jan. 22.

Employees who can use government vehicles but opt to use their own will be reimbursed at the rate of 10.5 cents per mile.

Sun 'n Fun Videotape Issued

The "2001 Sun 'n Fun VFR Arrival Procedures" videotape is now available to general aviation pilots. The tape was produced by the FAA to help pilots safely fly the special arrival and departure procedures that will be in effect during the Sun 'n Fun fly-in, April 6-14.

Free copies of the tape can be ordered by calling Sun 'n Fun Corporation at (863) 644-2431. An Internet version of the video, complete with still photos from the videotape and graphics can be viewed at <http://www.asy.faa.gov>.

The Office of System Safety issued the tape. For copies of the videotape and quick reference booklet, contact Joan Griggs at (202) 267-7663.

FMA Convention Planned this Month

The Federal Managers Association will hold its 63rd National Convention in Arlington, Va., on March 23 from 8 a.m. until 5:30 p.m.

Two training sessions are scheduled. One session teaches the principles of

Come and Join the Spring Celebration of Flight



The FAA's Sun 'n Fun videotape gives pilots helpful hints for safe flight into the event, held annually in Lakeland, Fla.

project management, including project creation and processes, implementation and closing a project.

The second session teaches how to cope and thrive during stressful times. Learn how to foster creativity, use humor as a resource, and understand negative stress, change and the connection between humor and creativity.

For more information, contact the FMA at Tel.: (703) 683-8700, Fax: (703) 683-8707 or via e-mail at cynthia@fedmanagers.org.

Joint Women's Conference Slated for April

The Professional Women Controllers and the Technical Women's Organization will hold a joint national conference April 22-26 in Memphis, Tenn. This year's theme is, "A Measure of Success."

The conference offers training opportunities in leadership, financial planning, interpersonal skills and FAA initiatives. There will be a panel featuring members of FAA management, as well as model work environment and FAA medical panels. Question and answer sessions will follow.

For more information, contact Lisa Pauley at (217) 523-7130 or via e-mail at basha@springnet1.com.

New Program Aids Tower Replacement

The FAA has introduced a new program that could speed up the replacement of aging airport traffic control towers.

The Construction-Leaseback Program will augment the regular tower construction program and provide for faster replacement of towers and terminal radar control facilities, often at lower cost.

Under the program, the airport operator builds the tower or TRACON to FAA-approved plans using its own money. It then leases the completed facility back to the FAA at a rate that will amortize the cost of financing the construction and maintenance over a 20-year period.

Who Moved My Cheese?

The National Black Coalition of Federal Aviation Employees wants to help employees achieve success and minimize stress during times of change.

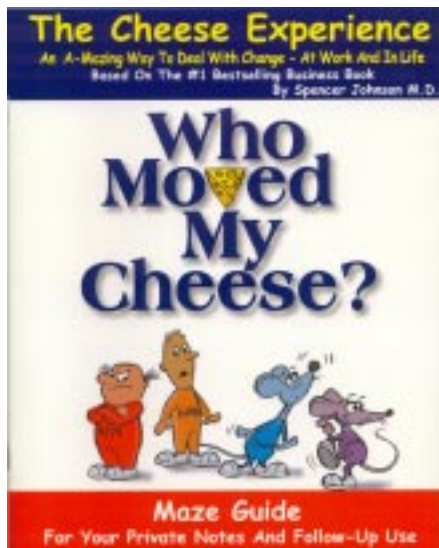
The group is sponsoring a training course entitled, "Who Moved My Cheese," at six regions and centers this year. Hannah



Dixon, a motivational speaker and NBCFAE national vice president, will lead the training. "Who Moved My Cheese" is used by public agencies and companies to provide an interactive and entertaining way for employees to successfully handle change in their lives at home and work.

The schedule for courses is: March 15-16, Mike Monroney Aeronautical Center/ Southwest Region; April 5-6, Great Lakes Region; May 3-4, Central Region; May 9-11, Northeast Region; May 16-18, Western-Pacific Region; and June 14 at the William J. Hughes Technical Center.

For more information, call Eileen Taylor at (317) 246-4512.



Airlines' On-Time Performance Drops in 2000

More than a quarter of all flights flown by major U.S. carriers in 2000 arrived late, according to statistics released by the Department of Transportation.

Last year's on-time arrival records for the biggest U.S. carriers were the worst since comparable data collection began in 1995. The top 11 national airlines reported an overall on-time record of 72.6 percent, down from 1999's 76.1 percent mark. The average delay length was 50 minutes.

In another area of customer service — baggage handling — airline performance dropped in 2000 compared to 1999. The carriers' rate of mishandled baggage was 5.29 reports per 1,000 passengers, up from 5.08 for 1999.

For 2000, consumers filed a total of 23,381 complaints with the DOT, a 14 percent increase from the 20,438 filed in 1999. These statistics don't include the number of complaints filed by customers directly with the airlines.

FAA Academy to Host International Training Symposium

The FAA Academy in Oklahoma City will host an International Aviation Training Symposium Aug. 27 - 30, in Oklahoma City, Okla.

The theme of the symposium, designed to enhance international aviation safety and system efficiency, is "Aviation Training Challenges Worldwide." Planners hope to encourage training partnerships and resource sharing among aviation training institutions and international aviation organizations.

More information about the symposium, including delegate enrollment forms and an e-mail link for comments, is available on the Internet at www.iats.jccbi.gov. Or, call Jacki Graham at (405) 954-1377.

Web Calculator Helps Compute Retirement Benefits

FAA employees can estimate their retirement benefits, future Thrift Savings Plan balances and Social Security benefits using a new tool on the Internet.

The "FirstGov for Seniors" Web site offers access to a retirement calculator for federal employees at www.seniors.gov/fedcalc.html. (It also can be accessed at www.faa.gov/ahr/index.htm or www.opm.gov.) With this calculation model, employees can compute an estimate of their CSRS, CSRS Offset, or FERS retirement benefits — normal, early or disability — as well as an estimate of future TSP savings and Social Security benefits.

The model is designed for all federal employees, including those in occupations with special retirement provisions, such as air traffic controllers.

To use the calculator page, employees will need their Social Security Statement, their spouse's Social Security Statement, Thrift Savings Plan statement and a recent pay stub.

The model can be used to consider different retirement scenarios.

Since the calculator provides only an estimate, employees are advised to schedule an appointment with their benefits office for counseling prior to retiring.

Although FirstGov for Seniors is geared toward senior citizens, federal employees also might find useful information on health, consumer protection, education, retirement planning, and other important subjects.

The Social Security Administration created and maintains the site.



EAS Questions Who Is Responsible for Change

continued from page 1

and managers are abdicating responsibility for improving the agency, or whether they feel that their efforts are simply not meaningful.

The consensus among researchers at the Civil Aeromedical Institute (which has gathered and analyzed EAS data since 1984) is that employees' apparent perception of a lack of responsibility for making changes and improvements can be traced to management's apparent lack of concern for the impact of organizational changes on employees.

Employees' perception of a lack of management concern has been a "stable concern" across the EAS and its predecessor, the Job Satisfaction Survey, researchers said.

The logic is straightforward, continued the researchers: If management is not concerned about the impact of organizational changes on employees, why should employees feel any responsibility for making those changes?

Paul Twohig, a psychologist in the Office of Human Resources, suggested that as employees and managers discuss the results, one focus might be on what has brought about past improvements and what barriers to improvements need to be addressed.

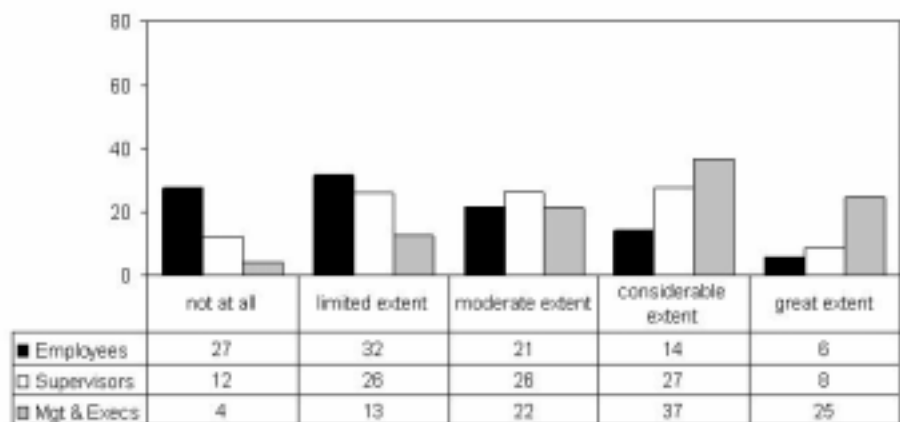
Agency Presses Ahead

The agency plans a series of actions at multiple levels of its organization to address findings in the survey results.

Lines of business will receive survey results about their own organizations and develop responses to their particular findings. The agency also wants the lines of business to report on issues that need to be addressed across the FAA, not just within their own organizations.

FAA management anticipates taking action at more than one level. For example, the FAA might take direct action in field offices experiencing certain types of issues, such as lack of communications and sexual harassment.

2000 Employee Attitude Survey (EAS) Item 101 for FAA Overall



101. To what extent are you responsible for making improvements in the FAA?

Learning Financial ABCs

Starting with this edition, the FAA Intercom will run financial management tips for its readers on an occasional basis.

Ron Clark, an airport integration planner at the Fort Worth NAS Implementation Center, supplied the tips, which are meant to help people save money and secure their financial future after retirement. Clark is a member of the Texas Jumpstart Coalition Board, which promotes financial literacy education. He heads the board's public awareness committee.

Always pay yourself first. Get into the habit of taking some money from each paycheck and investing it immediately. If you pay debts first, you will usually run out of money before you invest (the excess money seems to just disappear). If you pay

yourself first, the rest of your bills automatically adjust.

A short example follows: Assume you need a new coat costing \$300. If you buy it immediately, you will have a coat, but might not have enough funds to invest that month. If you invest first and have \$100 left over each month, wait three months to save the \$300 and then buy the coat. By the way, if you don't need the coat immediately, you might be able to buy it on sale.

Begin investing early. By investing \$100 monthly, and with the help of compound interest, a 20-year-old can save enough money by retirement to be a millionaire. Waiting until the age of 30 to begin investing means that person would have to save \$200-\$300 per month. The more years you invest, the better chance you have of becoming a millionaire.



Every Dog Has Its Day

Most everyone has heard of the dog days of summer, but the FAA had its own dog day of winter in January.

The mayor of Phoenix, Ariz., proclaimed Jan. 17 "Brittany Day" in honor of an 8-year-old black labrador retriever who recently retired after serving with a variety of law enforcement agencies. The FAA's explosives detection K-9 program certified Brittany as a bomb-sniffer in June 1993. She went on to serve at Orlando International Airport, with the Phoenix Police Department bomb squad, and at Sky Harbor International Airport in Phoenix.

Keeping passengers safe kept Brittany on her paws. She participated in 35 bomb threat searches and checked more than 600 unattended bags at the airports. Brittany provided sniffing services for royalty, politicians and international peacemakers, participating in bomb sweeps for the arrivals of President Clinton, the Saudi royal family, former British Prime Minister Margaret Thatcher and Archbishop Desmond Tutu of South Africa, among others.

Officer Rick Ramos, Brittany's handler for the past 3 1/2 years, said Brittany earned the nickname "Golden Nose" for her acute sniffing powers. "She would just shock us with some of the things she would track down in training," he said.

Brittany participated in canine demonstrations for airline pilots, airport employee groups and the news media. She also served as a goodwill ambassador to thousands of people touring the airport or taking part in Christmas programs there. "She loved kids to death," Ramos said. Most labs like to shake hands, but not Brittany. "She liked to lick people," he said. "Lick and lick and lick."



Brittany was queen for a day when the mayor of Phoenix proclaimed Jan. 17 "Brittany Day" for her work in aviation security.

As good as she was with people, Brittany didn't countenance other dogs well. Phoenix's Sky Harbor Airport allows pets in the airport, but Brittany didn't like them in her territory. Four-legged trespassers were met with growling and barking.

She also could be impatient. The dogs are taught to sit when they sniff out a possible threat and wait for their reward.

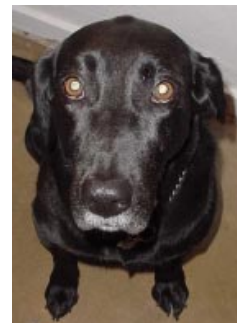
Brittany didn't like to wait long, however. "She wanted her reward and she wanted it right away," Ramos said. If she didn't receive her treat fast enough, she'd start barking.

"It was challenging 'til I got to know her," Ramos recalled. "But that was her personality and you had to learn to deal with it."

A chronic problem with arthritis in the shoulder slowed Brittany and finally led to her retirement. She lives with the Ramos family now, but it may take some time for her to readjust to a normal dog's life. "Today was the first morning she really wanted to come

with me to work," Ramos said. She'd had two weeks to rest her shoulder and was ready to start nosing around again. "My wife had to hold her back."

Brittany turns nine years old this month. At that age, she deserves a catnap every now and then.





DOT, Congress Say Airlines Should Improve Service

A Department of Transportation report says airlines are landing far short of the runway when it comes to customer service, and some members of Congress are unhappy about it.

While airlines have improved their service in some areas as promised in the June 1999 Airline Customer Service Commitment agreement with Congress, they still fall significantly short in providing reliable and timely information to passengers about delays and cancellations. This is according to the DOT's *Final Report on Airline Customer Support Commitment* released Feb. 12 by the DOT Inspector General.

Some members of Congress have taken notice and are proposing again to enact a law protecting airline passengers' rights. Sen. Ron Wyden (D-Oregon) has proposed fining carriers for poor customer service. Wyden proposed a passenger bill of rights in 1999, but it did not pass.

Sen. John McCain (R-Ariz.), said he intends to introduce a law based on recommendations in the DOT report. He wants to ensure consumers are informed about delayed flights, what they are entitled to if they are stranded as a result of a canceled flight, and receive increased compensation for being bumped from flights.

Sen. Harry M. Reid (D-Nev.) said he also plans legislation.

Last year the number of delays and cancellations skyrocketed. More than one-fourth of flights were delayed, canceled or

diverted, inconveniencing about 163 million passengers (see related story in "News in Brief").

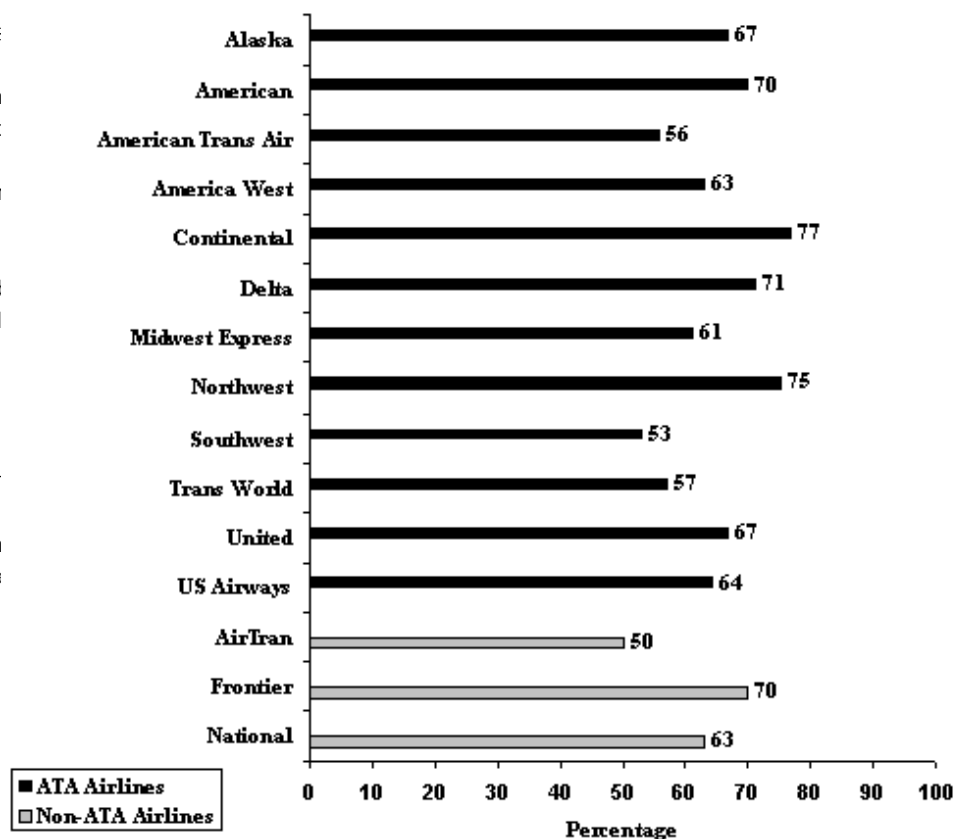
Aggravating the situation was poor communication by the airlines. Timely announcements about the status of delayed flights were made in the gate area only two-thirds of the time. About 21 percent of the flights shown as on time had in fact been delayed by more than 20 minutes. Less than 60 percent of the status reports made by carriers about delayed or canceled reports

were adequate, the report said.

Airlines were praised in the report for a number of advances in customer service. They showed a high rate of compliance in several areas: quoting the lowest fares to customers; holding nonrefundable reservations without penalty; responding in a timely fashion to complaints; and providing larger payouts for lost luggage.

The Inspector General's review covered airline performance between Nov. 1, 1999 and Jan. 17, 2001.

Percentage of Time Announcements Were Timely





FAA Alters Op Errors Rule

The FAA has agreed to modify the way it views some operational errors.

A memorandum of understanding reached with the National Air Traffic Controllers Association on Jan. 17 addresses controllers' perception of punishment for minor violations of aircraft separation rules.

The decision met with criticism from the Federal Managers Association and the National Transportation Safety Board over safety concerns. The association, which represents controller supervisors, said "the effort to soften the unwritten rule of a maximum of three operational errors within a two-and-a-half year period will lead to in-

creased violations of safety separation standards."

The agency said the memorandum is in keeping with other agreements within the airline industry. David Canoles, manager of the FAA's Evaluations and Investigations Staff, said, "We are working with NATCA to help reduce operational errors, and eliminating the perception of reprisal for minor errors was a necessary first step. All operational errors are not the same. By eliminating that perception, we can then focus our efforts on the more severe events and identify the factors that actually led to the error."

FAA rules have specific separation requirements for aircraft flying at different altitudes. For instance, aircraft flying above 29,000 feet are distanced at least five miles apart horizontally and 2,000 feet vertically. Prior to the agreement, a controller who allowed an aircraft to stray even a few feet within the prescribed separation limit could be charged with an operational error. Depending on the severity of the error, the agency could require decertification and retraining of the controller.

The agreement says that operational errors that maintain 80 percent or more separation either vertically or horizontally will be considered a technical violation.

Controllers will not be decertified or required to complete remedial training for a technical violation. Technical violations still are counted as operational errors and remain on the employee's record for a year.

The FAA pledged to continue to review each incident reported, whether it is considered an operational or technical error.

People

Bush to Nominate Deputy DOT Secretary

President Bush plans to nominate Michael P. Jackson, a Lockheed Martin Corp. vice president, as deputy secretary of the Department of Transportation.

Jackson is vice president and general manager for business development at Lockheed Martin IMS, the company's transportation systems and services subsidiary. He was chief of staff at the DOT from 1992 to 1993.

Turner to Retire

John Turner, Central Region administrator, will retire June 1. He has spent more than 35 years in the federal government, most of them with the FAA.

Turner and his wife will help direct a newly endowed University of Colorado institute for the development of adaptive technology in support of people with cognitive disabilities.



John Turner

Antuñano Takes over CAMI

Dr. Melchor Antuñano is the new director of the Civil Aeromedical Institute at the Mike Monroney Aeronautical Center. He replaces William Collins who retired Jan. 3.

Antuñano joined the agency in 1992 as manager of CAMI's Aeromedical Education Division. He has received numerous awards, including the Arthur S. Flemming Award and the Secretary's Award for Meritorious Achievement: Silver Medal for promoting aviation safety through aeromedical education.

Mayrhofer Announces Retirement

John Mayrhofer, director of the FAA's Runway Safety Program, will retire April 3 after more than 30 years at the agency.

Mayrhofer became the runway safety director in October 1999, where he is the focal point for all initiatives and activities associated with reducing runway incursions and improving airport surface safety.



John Mayrhofer



Keeping History in Mint Condition

There's something about an inaugural year that brings out a variety of emotions in the American people. Hope, anger, pride, optimism and concern all play a part in our nation's political climate. But overriding all is the concept of the peaceful transfer of power.

Symbols of that tradition were arrayed in a glass case at Central Region's Headquarters during January. The medals, programs, buttons and other memorabilia from past presidential inaugurations on display are part of Jan Monroe's collection.

Monroe, a planning supervisor in the Airports Division, has been hunting down inaugural memorabilia for the past eight years, investing roughly \$6,000 in the hobby. He started out as a coin collector until one day he saw some inaugural pieces in a collection. "I didn't know what they were, so I got interested in them," he said.

The tradition of manufacturing items to celebrate inaugurations dates back to the days of George Washington. Clothing buttons with the initials "GW" were sold by entrepreneurs. In the 1800s, only a few medals were struck for inaugurations and

were given mostly to cabinet members and other top government officials by the U.S. Mint.

It was the 1889 swearing-in ceremony of Benjamin Harrison that altered the nature of memorabilia from simply a way to commemorate an inauguration into a fundraising mechanism to pay for inaugural events.

The medal minted for that occasion hung from a ribbon and was the size of a quarter. It depicts President Harrison and Vice President Levi Morton on one side and George Washington on the reverse.

Medals grew larger after that, often two inches or larger in diameter.

The metallic portraits of the presidents-elect are set in much higher relief than coins in circulation, and are really miniature works of art.

The well-known sculptor Augustus St. Gaudens designed one of the two types of inaugural medals produced for the inauguration of Theodore Roosevelt. Only 100 bronze medals by St. Gaudens were made and now are valued in the \$20,000 - \$25,000 range.

"I don't have one of those," said



This program was produced for Harry Truman's inauguration in 1949.

Monroe with a laugh. He does have a Roosevelt medal minted by another company. It is among his favorites.

"[Roosevelt] captures the imagination of the American public," Monroe said. "The medal is one of the things that links you to that individual."

Monroe has acquired medals for all but four of the inaugurations that have occurred since 1889. The hardest to find — and the most expensive — are those for Warren Harding, Calvin Coolidge and Herbert Hoover. Monroe also is missing Woodrow Wilson's second inauguration (in addition to the St. Gaudens Roosevelt medal).

Monroe also has several presidential engravings including one by Bailey, Banks and Biddle of Abraham Lincoln issued shortly after his assassination and an engraving of presidents that Currier and Ives produced in the 1840s.

While he searches for the medals he needs to complete his collection, Monroe keeps adding more items with each new inauguration. Although President Bush doesn't realize it, he soon will be entering Jan Monroe's collection of inaugural history.

Monroe's collection of inaugural memorabilia includes pieces dating back to the 1800s.





Carried Away by a Love of Trains

Some people will go to any length to be the first to do something. For FAAer Alan J. Sussman, the length was 103 miles.

Sussman, an electronics engineer in the Office of Air Traffic Systems Development, is the first person to ride all 103 miles of the Washington, D.C., subway system in one trip. On Jan. 15, just a few days after the final stations on Washington's subway were opened, he traveled the entire length of each of the five lines that make up the subway system in under eight hours.

He boarded at the Glenmont Station on the Red Line at 8:39 a.m. and passed through the turnstiles at the same station at 4:27 p.m. Sussman said he could have completed the trip two minutes sooner, but he stopped to speak with a *Washington Post* reporter who wrote about his journey the next day.

But as Sussman pointed out, he wasn't interested in setting a time record. He could have completed the trip much quicker if he had ridden during rush hour, but it would have meant more pressure. He just wanted to be the first and to enjoy the trip.

Enjoy it he did. Sussman's enthusiasm for trains and rapid transit dates back to childhood days when he rode the New York

transit system. "I find the movement and noise of the train relaxing," he explained. He remembered as a child reading about a rider who spent more than a day traveling the entire New York system. For the last three years, that story has remained in Sussman's mind as Washington's subway system neared completion. "When [the Washington] system was finished, I thought this might be a neat idea. It might be fun."

On the face of it, his journey looked complex, as Sussman faced a series of transfers at different stations. He put his analytical skills to good use and figured out what he believes is the quickest route to complete the journey.

The engineer put his time on the subway trains to good use. "I was doing some religious studies while I was riding," said Sussman, who is an Orthodox Jew. "My religion believes a person should not just sit idly."

Sussman also kept a log of his journey and had other riders snap photos of him at the ends of each of the five lines. Signatures from station managers and date/time transfers further documented his trip. Riding on a holiday was another plus. "There were a lot of people who were on outings, spending time with their kids. They were in a good mood."

Now that Sussman has his claim to fame, he doesn't plan on setting anymore records. "I'm a normal nine-to-five guy. I don't usually do nutty things like this. I have no future plans to ever do anything like this again."

But don't expect his enthusiasm for the subway to wane. The rails always will carry him away.



Sussman arrives at the Glenmont Station after completing his record-setting ride.



Recognition

Three FAA employees won Laurel Awards from *Aviation Week & Space Technology* magazine. **Administrator Jane Garvey** won for helping settle government/industry differences over safety reporting, clearing the way for the Aviation Safety Action Partnership.

Thomas Imrich, national resource specialist for air carrier operations, was recognized for developing operational criteria for a number of systems, including collision avoidance and data link communications.

John Hallinan from the Alaskan Region was honored for his leadership and management of the Capstone program, an important milestone in the move toward Free Flight.

The Journal of System Safety recognized **Geoff McIntyre**, a program analyst in the Office of System Safety, in its quarterly edition for his work in the field.

The **FAA's Aviation Digital Data Service** has been recognized by *Government Technology* magazine as a model of excellence in government information technology. ADDS is a user-friendly source for obtaining weather forecasts via the Internet.

The **Detroit FSDO** has been selected as the Great Lakes Region Flight Standards District Field Office of the Year for 2000.

Regional Administrator Ruth Leverenz presented a 50-year service pin to **Thomas C. Miller**, duty officer in the Southwest Region's Operations Center. Miller worked nearly all that time with the FAA and its predecessor, the Civil Aeronautics Administration.

Pat Schippert, an Air Transportation Oversight System inspector, and Safety Program Manager Pete Acevedo from the



DOT Secretary Rodney Slater joins FAA winners of the "Find the Good and Praise It" awards.

Atlanta FSDO, presented the Diamond Aviation Maintenance Technician Award for Excellence to the **Northwest Airlines Training Department**.

The **Western-Pacific Region** has been awarded the Greater Los Angeles Combined Federal Campaign Golden Wings Award. The award is given to the agency within the region that records the greatest percentage increase in dollars raised over the previous year. The region increased its contributions to \$129,602, a 21 percent increase from 1999.

The following FAAers received a "Find the Good and Praise It" award from Secretary of Transportation Rodney Slater: **Jonathan W. Cross, Nancy LoBue, Frank J. San Martin, Lawrence J. Barry, Louise E. Maillett, John M. Rodgers, Timothy Russo, Robert Samis, Duane J. Van Etten, Jeffrey C. Wharff, David F. Cushing, Catherine M. Lang, Eric C. Gabler, Joseph Hebert, Barry Molar, Sheryl A. Scarborough, Thomas M. Vick, Edward Melisky and Marcia Alexander Adams.**

Air Transport World magazine presented **Tony Broderick**, former associate

administrator for Regulation and Certification, with its Joseph S. Murphy Industry Service Award.

The Air Traffic Controllers Association has selected **Bill Pollard**, former director of the Air Traffic Service and current chief executive officer of Airservices Australia, for the Glen A. Gilbert Memorial Award for 2001.

Lindy Ritz, director of the Mike Monroney Aeronautical Center, received the Distinguished Graduate Award from Leadership Oklahoma.

Eastern Region Administrator Arlene Feldman presented the Secretary of Transportation's Award for Disadvantaged Business Enterprise Program to **Maria Sarra, Murray Gottlieb and Brunhilda Sanders-Lane.**

Howard Wesoky received his diploma as a foreign associate of the French National Academy of Air and Space.



Back to Headquarters

Garvey to Kick Off Info Security Awareness Campaign

An FBI employee is accused of espionage. A teenager hacks into government computers. The Love Bug virus spreads across the globe. What do all of these events have in common? They expose breaches in information security.

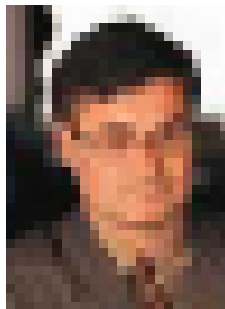
The issue is serious enough that Administrator Jane Garvey and Dan Mehan, the FAA's chief information officer, are launching an agency-wide information security awareness campaign next month.

Mehan's Office of Information Services is tasked with protecting the agency's information infrastructure and a key element of that effort rests on employees' shoulders. "Each person at the FAA must take responsibility for making information security a way of life every day," Mehan said.

The kickoff occurs April 4 in the Headquarters auditorium from 9 – 11:30 a.m. Garvey will provide opening remarks and two guest speakers will present the "why's" and "how's" of good information security practices.



Mark Fabro



John S. Tritak

John S. Tritak, director of the Critical Infrastructure Assurance Office at the Department of Commerce, will offer an insider's perspective on the national effort to ensure the security of the nation's interconnected infrastructure. Mark Fabro will enlighten technical and non-technical audiences in his talk, "From Hacker to Helper: Stuff Your Mother Didn't Tell You." Fabro is global security advisor at Guardent Corporation. An entertaining speaker and former hacker, Fabro consults with governments and businesses worldwide.

In the afternoon, employees can learn about protecting their computers from viruses, building personal firewalls, computer vulnerability to home access cable and how to protect their privacy from "cookies." Demonstrations will be held in the lobby from noon until 2:30 p.m.

Information security events will take place in the field through the end of September. For more information, call Elli Klein at x79972.

HQ to Host SCI Briefings

Briefings about the Superior Contribution Increase have been scheduled for employees covered by the Core Compensation plan.

Orientation sessions will be available via satellite broadcast on the following days. All sessions will be held in Room 528 and additional rooms where indicated. There also are several conference rooms that will air the live broadcast. Check your organization for the locations.

March 15, 11 a.m. – 1 p.m.
 March 15, 2 p.m. – 4 p.m.
 March 16, 11 a.m. – 1 p.m., Room 520
 March 16, 2 p.m. – 4 p.m., Room 520
 March 22, 11 a.m. – 1 p.m.
 March 22, 2 p.m. – 4 p.m.
 March 23, 11 a.m. – 1 p.m., Room 520
 March 23, 2 p.m. – 4 p.m., Room 520
 April 11, 11 a.m. – 1 p.m., Room 520
 April 11, 2 p.m. – 4 p.m.

April 12, 11 a.m. – 1 p.m.
 April 12, 2 p.m. – 4 p.m.
 April 18, 11 a.m. – 1 p.m.
 April 18, 2 p.m. – 4 p.m., Room 520
 April 19, 11 a.m. – 1 p.m.
 April 19, 2 p.m. – 4 p.m., Room 520
 April 25, 11 a.m. – 1 p.m., Room 520
 April 25, 2 p.m. – 4 p.m.
 April 26, 11 a.m. – 1 p.m.
 April 26, 2 p.m. – 4 p.m.

Participants need to reserve a seat in these sessions by calling Veronica Lucas at x79534. For more information about Core Compensation, check the Web site at www.faa.gov/corecomp/.

Extra Day of Echo Screenings Scheduled

The FAA's Health Awareness Program has added a second day of echocardiogram screenings on March 20.

The screenings will be held from 8:30 a.m. until 12:30 p.m. in Room 328-329. They cost \$75, payable in cash or by check. To pre-register, call (301) 931-8060.

The screening is safe, painless, non-invasive and takes less than 30 minutes to complete. Results are recorded on videotape, interpreted by a cardiologist and mailed to participants within three weeks to share with their doctors.

For more information, contact Peggy Guay-Terry at x73405.



Radar-less Area Benefits from ADS-B

The Bethel, Alaska area began the 21st century with one of the most innovative advances in aircraft tracking technology since the advent of radar more than 50 years ago.

On Jan. 1, 2001, as part of the Safe Flight 21 Capstone Program, the FAA deployed Automatic Dependent Surveillance — Broadcast technology to track air traffic in Bethel, an area that has never had traditional radar coverage.

"ADS-B represents the first new aircraft tracking technology deployed in the National Airspace System since civil radar equipment was installed in Indianapolis in the 1940s," said John Hallinan, Safe Flight 21 Capstone Program manager in the Alaska Region. He noted the NAS architecture plan calls for using ADS-B as a surveillance tool.

Prior to January, aircraft flying lower than approximately 6,000 feet in the Bethel area were below the radar coverage provided by FAA controllers. The use of ADS-B now enables air traffic controllers in Anchorage to "see" ADS-B-equipped aircraft all the way to the runway at Bethel. It is part of an FAA/industry/academic effort to employ technologies to reduce the number of accidents that occur in poor visibility conditions in this portion of Western Alaska.

Controllers and the pilots of ADS-B-equipped aircraft can see traffic with more precision, thereby improving capacity and safety for aircraft arriving and departing from the Bethel area. It relies on Global Positioning System satellites to "display" targets. Each ADS-B equipped aircraft broadcasts its precise position via a digital data link. Other data, such as airspeed and altitude, are transmitted as well. It's effective in remote areas and in mountainous terrain where there is limited or no radar coverage.

"Pilots are raving about it," said Hallinan. "Traffic is moving a whole lot faster." Pilots of ADS-B equipped aircraft now can track other similarly equipped airplanes with a special, multifunction cockpit display.

Happy (Belated) Holidays

The FAA Intercom continues to list offices and organizations that donated food, money and other gifts to needy families during the holiday season.

Employees at **Boston Tower** and **TRACON** donated nearly \$900 worth of gifts, holiday decorations and food to a single mother with three children as part of the Adopt-a-Family program.

The **Denver Automated Flight Service Station** in the Northwest Mountain Region collected clothing, toys and house-

hold items for a single mother of two children under the "Family HomeStead" program.

Employees from **Downtown Saint Paul Tower** and the **Southern Minnesota SSC** bought more than \$800 worth of toys, clothing and grocery certificates for their adopted family.

Employees at the **Air Traffic Control System Command Center** provided more than \$2,500 worth of food, clothing, toys, and gifts for area families, and Christmas stockings to a local hospital clinic.



Boston Tower controllers Erik Anderson (left, rear), Joel Pratt (right, rear), Maureen Szczygielski (in front of Anderson) and John Melecio celebrate the holidays with the O'Brien family.

FAA Intercom

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